

Clerk China Mail.

Established February, 1845.

日十三月十年寅庚

PRICE, \$2 PER MONTH.

VOL. XLVI. No. 8796.

號一十月二十年十九百八十一英

HONGKONG, THURSDAY, DECEMBER 11, 1890.

AGENTS FOR THE CHINA MAIL.

London — F. Alcock, 11 & 12, Clement's Lane, Lombard Street, E.C.; G. George Stager & Co., 30, Cornhill, London & Gordon, Ludgate Circus, E.C.; BATE, HENRY & CO., 37, Walbrook, E.C.; SAMUEL DEAN & CO., 150 & 154, Leadenhall Street, W.M.; WHAS, 151, Cannon Street, E.C.; ROBERT WATSON, 109, Fleet Street.

PARIS AND EUROPE.—AMEDEE PRINCE, 33, Rue Lafayette, Paris.

NEW YORK.—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, West 22d Street.

SAN FRANCISCO AND AMERICAN PORTS generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORGE, Melbourne and Sydney.

CYCLOPS.—W. M. SMITH & CO., THE APOTHECARY CO., Calcutta.

SINGAPORE, STRAITS, &c.—SAVAGE & CO., Native, Singapore. C. HEINZEN & CO., Manila.

CHINA.—MARCUS, A. A. DA CRUZ, ANTONY, N. MAULLE, POCHEE, HEDGE & CO., SHAW & CO., LANE, CRAWFORD & CO., and KELLY & WAUGH, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$3,168,000.50
RESERVE FUND.....\$3,182,127.20
RESERVE LIABILITY OF PROPRIETORS.....\$3,168,062.50

COUNCIL OF DIRECTORS.
Chairman—H. L. DALBYNSK, Esq.
Deputy Chairman—J. S. MOSES, Esq.
T. E. DAVIES, Esq. S. O. MICHAELSEN,
W. H. FORBES, Esq.
H. HOPKINS, Esq.
Hon. J. J. KESWICK, Esq.
Alex. McCANNACHE, Esq.

CHIEF MANAGER.
Hongkong—T. JACKSON, Esq.
MANAGER.
Shanghai—JOHN WALTER, Esq.
LONDON BANKERS—London and County Bank.

HONGKONG
INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. "

LOCAL BILLS DISBURSED.
Credits granted on approved securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

THOMAS JACKSON,
Chief Manager.
Hongkong, September 11, 1890. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on working days, 10 to 3: Saturday, 10 to 1.

2.—Sum less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on sums daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank, if marked *On Hongkong Savings' Bank Business*, is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
THOMAS JACKSON,
Chief Manager.
Hongkong, May 13, 1890. 754

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORIZED CAPITAL.....£2,000,000.
PAID-UP CAPITAL.....£683,000.

LONDON.—49, Threadneedle Street, West End Office, 25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives Money on Deposit, Buys and Sells Bills of Exchange, Issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months 5 per cent. per annum.
" 6 " 4 "
" 3 " 3 "
On CURRENT DEPOSITS 2 per cent. per annum on the Daily Balance.

E. W. RUTTER,
Manager.
Hongkong, September 4, 1890. 1302

Intimations.

FOR ONE WEEK ONLY!
TO CLEAR A CONSIGNMENT.

JEWELLERY! DIAMONDS!
WATCHES!

SUITABLE FOR
CHRISTMAS PRESENTS.

MESSRS. KUHN & CO., will submit

FOR SALE for ONE WEEK ONLY,
FIRST-CLASS JEWELLERY, consisting of
EXQUISITE DIAMONDS, and GOLD and
SILVER WATCHES, all of the latest make
and style.

FOR ONE WEEK ONLY.

KUHN & CO.,
21 & 23, Queen's Road.

Hongkong, December 10, 1890. 2125



MAGNIFICENT EXHIBITION
OF SUPERB JAPANESE PORCELAIN,
GOLD LAQUERWARE,
GOLD & SILVER INLAID BRONZES,
EXQUISITE VASES,
IVORY CARVINGS.

ALL of the Highest Class.

BOUGHT DIRECT from JAPAN by Mr
SEIYEMON IKEDA of Kobe.

Testimonials
from H.R.H. the Prince Albert of Wales,
their Royal Highness The Duke and
Duchess of Connaught and several of
the Princes of the Blood of the German
and other Empires whose Autographs
can be inspected at the

S H O W R O O M,
M. W. S. MARTEEN'S
2, Duddell Street,

which will be OPEN to the Public, on
MONDAY NEXT, the 8th Inst.

The most interesting and splendid Ex-
hibition of Art Treasures ever opened in
Hongkong.

SEIYEMON IKEDA,
Proprietor,
From Kobe-Japan.

Hongkong, December 3, 1890. 2070

NOTICE.

M. R. S. IKEDA, of KOBE, JAPAN,
who is now Showing his EXHIBITION
of JAPANESE FINE ART, at
Mr. W. S. MARTEEN'S OFFICE, 2, Duddell
Street, intends leaving Hongkong on the
16th Instant.

Hongkong, December 10, 1890. 2124

LOCAL BILLS DISBURSED.
Credits granted on approved securities,
and every description of Banking and
Exchange business transacted.

Drafts granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

THOMAS JACKSON,
Chief Manager.
Hongkong, September 11, 1890. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on working days, 10 to 3: Saturday, 10 to 1.

2.—Sum less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on sums daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank, if marked *On Hongkong Savings' Bank Business*, is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
THOMAS JACKSON,
Chief Manager.
Hongkong, May 13, 1890. 754

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORIZED CAPITAL.....£2,000,000.
PAID-UP CAPITAL.....£683,000.

LONDON.—49, Threadneedle Street, West End Office, 25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives Money on Deposit, Buys and Sells Bills of Exchange, Issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months 5 per cent. per annum.
" 6 " 4 "
" 3 " 3 "
On CURRENT DEPOSITS 2 per cent. per annum on the Daily Balance.

E. W. RUTTER,
Manager.
Hongkong, September 4, 1890. 1302

BULK BRANDY.

ALL COMMUNICATIONS—DIRECT

AS TO

LONDON BRANCH.

ROUTIER, GUILLET & CO.,

50, Mark Lane, London, E.C.

14th August, 1890.

THE HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Undersigned is prepared to PURCHASE FRACTIONAL CERTIFICATES AT Current Market Rates. Persons holding the same are requested to apply at the Company's OFFICE, No. 4, Praya Central.

EDWARD OSBORNE,
Secretary.

Hongkong, December 2, 1890. 2098

NOTICE

THE BANK receives Money on Deposit,

Buys and Sells Bills of Exchange, Issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:

Fixed for 12 months 5 per cent. per annum.

" 6 " 4 "

" 3 " 3 "

On CURRENT DEPOSITS 2 per cent. per annum on the Daily Balance.

E. W. RUTTER,
Manager.

Hongkong, September 4, 1890. 1302

Business Notices.

LANE, CRAWFORD & CO.

HAVE A FULL SUPPLY OF

Wines, Spirits and Liquors

OF ALL KINDS.

ARE AGENTS for the 'AYALA' CHAMPAGNE and 'KIRIN' JAPANESE BEER, which they receive fresh at short intervals.

LANE, CRAWFORD & CO. also receive regularly PRESERVED PROVISIONS from the best packers.

PRICE LISTS ON APPLICATION.

LANE, CRAWFORD & CO.

Hongkong, November 22, 1890. 2001

Victoria Hotel,
Praya and Queen's Road Central, Hongkong.

2001

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner suited to the requirements of the Far East.

The ACCOMMODATION and SERVICE of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABEE & HING KEE,
Proprietors.

Hongkong, September 16, 1890. 1612

W. POWELL & Co.

HAVE A SPLENDID SELECTION OF
LADIES' AND CHILDREN'S
JACKETS AND ULSTERS,

With the NEW 'MEDICI' COLLAR.

W. POWELL & Co.

Insurances.

THE EQUITABLE LIFE
ASSURANCE SOCIETY
OF THE
UNITED STATES.
RUSSELL & CO.,
Agents.

Hongkong, November 14, 1890. 1054

QUEEN FIRE INSURANCE COMPANY.

IMMEDIATELY authorized AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & CO.,
Agents.

Hongkong, July 15, 1887. 1340

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crews of the following Vessels, during their stay in Hongkong Harbour:

L. HAGEN, German barque, Captain Otto Busch.—Widler & Co.

LOTHAIR, British barque, Capt. Theo. G. Evans.—Gibb, Livingston & Co.

MOPOC, American barquentine, Capt. P. Bosch.—Soy Chong.

ST. NICHOLAS, American ship, Capt. C. F. Carver.—Douglas, Luprak & Co.

To-day's Advertisements.

THEATRE ROYAL,
CITY HALL.

TO-NIGHT.

A SUCCESS OF SUCCESSES.
Why this great and increasing flow of humanity to our performances? Why, indeed! Come in questioner, and see the happy faces, and hear the pure and ringing laughter, and never again ask why. Dull roads have no lodgings in the City Hall Nightly crowded by the Elite of Hongkong to witness—

HARRY STANLEY'S OPERA COMPANY.

BEST AND SHONIEST OPERA, BURLESQUE

AND DRAMATIC COMPANY THAT HAS EVER VISITED HONGKONG.

TO-NIGHT (THURSDAY),
THE GREAT NAUTICAL DRAMA OF
"HARBOUR LIGHTS".

FRIDAY (By Request),
THE BEAUTIFUL COMIC OPERA IN 3 ACTS,
"OLIVETTE".

SATURDAY,

THE GREAT SENSATIONAL 4-ACT DRAMA,
"THE STREETS OF LONDON".

First Appearance this Season

of Mr. H. STANLEY as Tom Timper,

with Song.

Efficient Orchestra under the Conductorship

of Mr. G. TRINNELL.

PRICES AS USUAL—\$2.00 and \$1.00.

Military and Navy half-price to Back Seats

only.

Hongkong, December 11, 1890. 2123

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
Delta.

Captain BATT, will be

despatched as above on

SATURDAY, the 13th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 11, 1890. 2128

CANADIAN PACIFIC STEAMSHIP'

AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.

(SUBJECT TO ALTERATION).

ABYSSINIA—THURSDAY, 18th Dec.

PARTHIA—TUESDAY, 30th Dec.

BATAVIA—SUNDAY, 25th Jan.

THE Steamship ABYSSINIA, Captain

WILLIAMSON R. N.R., sailing at Noon,

on THURSDAY, the 18th December, will

proceed to VANCOUVER, via INLAND

SEA, KOBE, and YOKOHAMA.

RATES OF PASSAGE.

From HONGKONG, FIRST CLASS.

To Vancouver and Victoria.....\$210.00

To Port Townsend, Seattle, Tacoma.....\$215.00

To Portland, Oregon.....\$220.00

To Winnipeg, Minneapolis, St. Paul.....\$230.00

To Chicago, Kansas City, Milwaukee.....\$275.00

To St. Louis, Detroit, Cincinnati.....\$280.00

To Hamilton, Kingston, London,

(Ont.), Ottawa, Toronto, Montreal, New York, Albany, Buffalo, Niagara Falls, Baltimore, Philadelphia and Washington.....\$200.00

To Quebec, Boston, Portland (Maine).....\$205.00

To Halifax, St. John's.....\$305.00

To Liverpool.....\$325.00

To Paris and Bremen.....\$345.00

To Havre and Hamburg.....\$355.00

Through Passage to Europe, to England, France, and Germany by all trans-Atlantic lines of steamship.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets—First and second class only.—Prepaid return tickets to Pacific Coast Points, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for—

6 months at 25 per cent off Return Fare

3 months, 50 per cent.

(Times to be reckoned from the date of landing to date of reembarkation of Vessel)

Passenger to Pacific Coast Points and to

Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets but who reboard within 12 months from date of landing in Vancouver will be allowed 10 per cent off the return fare.

Prepaid return tickets to European Points will be issued, available for 12 months at double fares (Mexican Dollars).

Cargo—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

CONTRACT INVOICES of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. Bowes, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

PACIFIC must be sent to our office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage and Freight, apply to

ADAMSON, BELL & CO., Agents.

Hongkong, December 11, 1890. 1091

Business Notices.

HONGKONG TRADING COMPANY, LTD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COY., LTD.)

J U S T R E C E I V E D ,

A S P L E N D I D N E W A S S O R T M E N T O F

L a d i e s' a n d C h i l d r e n ' s S h o e s ,

F o r O U T - D O O R A N D E V E N I N G W E A R .

A l s o S U E D E , K I D A N D S I L K G L O V E S ,

a l l S h a d e s a n d L e n g t h s ; a s w e l l a s F A N C Y G O O D S

e v e r y d e s c r i p t i o n f o r E v e n i n g w e a r .

HONGKONG TRADING COMPANY, LTD.

37 & 39, QUEEN'S ROAD CENTRAL. 2091

S H I P P I N G .

A R R I V A L S .

December 10, 1890.—

Jahati, German steamer, 358, H. Binge, Tauron December 6, Salt.—WEILER & CO.

December 11.—

Naomi, British ship, 863, put back.—DOUGLAS STEAMSHIP CO.

Canton, British steamer, from Whampoa, December 6, Salt.—WEILER & CO.

Gleam, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Taiwan, British steamer, 1,109, Frampton, December 8, General.—BUTTERFIELD & SWIRE.

Columbus, German steamer, 1,428, Haasloch, Cardiff July 29, Coal.—MECHENAS & CO.

Megat, British steamer, 1,827, Johnson, Japan December 6, Coal.—ADAMSON, BELL & CO.

Kong Beng, British steamer, 862, R. Jones, Bangkok Dec. 2, General.—YUEN FAT HONG.

Pat Hong.

A R R I V A L S .

December 11.—

Naomi, British ship, 863, put back.—DOUGLAS STEAMSHIP CO.

Naomi, British steamer, from Whampoa, December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.

Naomi, British steamer, 1,429, Murray, Bangkok December 4, Vice.—JARDINE, MATHEWS & CO.</p

TERRIBLE TRAGEDY NEAR HONGKONG.

THE STEAMER NAMOA ATTACKED BY PIRATES.

CAPTAIN POOCK AND TWO OTHERS MURDERED.

Hongkong was startled this morning by the news of a tragedy such as one might think was impossible in those days. The annals of the Colony furnish many instances of murderous attacks on British vessels by Chinese pirates, but it has long been thought that the steps taken to suppress piracy had rendered steamers safe from anything of this kind. The feeling of security may have led to an injudicious relaxation of vigilance, but whether such is the case or not the event which has sent a thrill of horror and indignation through Hongkong this morning shows that powerful and bloodthirsty bands of pirates capable of attacking large and well-equipped British steamers still exist, and that they are ready to take advantage of any opportunity to prosecute their deadly work. This latest instance of piracy on a British vessel has resulted, we are sorry to say, in the death of the well-known and much-respected commander of one of the Douglas steamers, Capt. Pucco, of the *Namoa*. His fate was shared by a European passenger and one of the native quartermasters of the vessel. The details of the tragedy are as follow:

The *Namoa* left Hongkong for Swatow at 8 a.m. yesterday morning, with five saloon and 220 Chinese deck passengers on board. The Chinese were chiefly returned emigrants from San Francisco and the Straits who were going home with the savings they had accumulated in their absence from their native country. All went well till 1.15, at which time the vessel was passing the Island of Ping Ho. Suddenly, from among the Chinese passengers a band of between forty and fifty men made their appearance on deck. They had changed the dress in which they came on board for a kind of uniform, not unlike that worn by Chinese soldiers. All were armed with revolvers and cutlasses. Before any of the crew could realize what this demonstration meant the pirates, evidently following a carefully laid plan, had divided themselves into four gangs and commenced a simultaneous attack on the saloon, where the Captain and passengers were at tiffin—the engineers' and officers' quarters, the bridge and the engine-room. The attack was so sudden and so determined that resistance was impossible, and apart from that the pirates had taken steps to prevent anything of the kind by first taking possession of the arms and ammunition belonging to the ship. The engineers' and officers' quarters were first opened fire on. The second engineer and second officer were sitting at tiffin when several shots were fired and stinkpots thrown upon them. The second engineer, Ramsay, was shot through the arm, but wounded as he was he made his escape to the engine-room. The second officer was made a prisoner and ordered under threats of instant death to show where the treasure and valuables were. Another gang had attacked the third officer, Eddy, on the bridge. He jumped from the bridge and made his escape to the engine-room, where he was followed by the pirates. He also received a shot in the arm. The third engineer, who was in the engine-room when the attack commenced, was joined by the second engineer and the second officer, both seeking refuge in the same place. The three men concealed themselves under the boilers, and for some time eluded the search of the pirates.

In the meantime another gang had attacked the saloon. Some of them pointing their revolvers through the skylight, called on the Captain to come on deck. One man spoke in pidgin English. He said, "We are going to rob the passengers, and we want to settle with you." Captain Pucco, after some parley, left the table and walked towards the door of the saloon. He had hardly reached the deck when one of the pirates, who was standing at the door, deliberately fired at him, the bullet taking effect in the right breast. Captain Pucco did not fall at once, but managed to stagger into his stateroom and sank dying on his bed, blood flowing profusely from his fatal wound. He expired there about half an hour afterwards.

Meanwhile the pirates were pursuing their fiendish work. The saloon passengers had rushed from the tiffin table and concealed themselves in their rooms, into which shots were fired and stinkpots thrown. The second mate, surrounded by a party of pirates with revolvers and drawn cutlasses, was compelled to go into the saloon and tell the passengers to come out of their rooms and go into the Captain's stateroom and stay there if they did not want to be killed. The passengers thereupon came out of their rooms and went into the stateroom, where Captain Pucco lay dying. Here they were locked in and a watch of four men put over them. The chief engineer, who was at tiffin in his own room, ran aft to the saloon, several shots being fired at him on the way. He got into the Captain's stateroom and was kept a prisoner there with the others. The chief officer had hid himself in the pantry, where shots were fired at him and stinkpots thrown in. It being impossible to stay there, he came out and was imprisoned in the Captain's stateroom, the

object of the pirates evidently being to get all the officers and Europeans into this place and keep them there. The second and third engineer and third officer were still concealed in the engine-room. The pirates took the second mate there and ordered him to tell the concealed men that if they came out no harm would be done to them. They then came out and were imprisoned in the Captain's stateroom. All the officers, engineers and European passengers having been put into these places the door was assed up and the windows closed, and the guard of four pirates continued to keep watch over the place, occasionally indimidating the prisoners by thrusting their cutlasses and the muzzles of their revolvers in through the openings of the jalousies. Miserable as was the condition of the impinged passengers, one of their number had been still more unfortunate. This passenger, a lighthouse-keeper in the Chinese Customs service, named Petersen, was not in the saloon with the others when the attack commenced. Feeling unwell he sat down on deck aft and was taking a glass of claret and a biscuit there. When the first shot was made aft by the pirates they began their bloody work by shooting this man, who fell with four bullet wounds in his head.

The systematic way in which the attack was carried out is shown by the fact that the pirates at once took charge of the ship. They made the firemen take charge of the engines and compelled the crew to carry on such work as they wished done. Three native quartermasters were fired at all of whom were hit. One of them was thrown overboard and the other two fell, seriously wounded. Two Chinese cooks were also wounded. The ship was taken out to sea for some distance, and at four o'clock she was turned towards Hongkong again. Meanwhile a portion of the band had been devoting themselves to the work of looting. It happened that there was no treasure on board, but the pirates tried to make amends for this disappointment by taking everything of value that could easily be carried. The crew were compelled to turn out and ransack all the luggage of the passengers, European and Chinese, and all the money and valuables that could be found anywhere on the ship were taken. At 7.30 p.m. the ship had been brought back to the place where the attack was commenced, where six junks were waiting. The ship's lights were all extinguished and the whistle was blown as a signal to the junks, the crews of which responded by throwing blue lights on the water. The steamer was then anchored and the work of transferring the loot to the junks was commenced. When this had been accomplished with the assistance of the *Namoa*'s native crew, the pirates regaled themselves with a feast on deck, and then made preparations for taking leave of the vessel. The ship's sidelights were thrown overboard, the firemen were ordered to draw the fires and open the safety valve so as to blow off the steam, the windlass was disabled, and generally everything done that could be thought of to delay the ship from getting away. Before leaving, the pirates threw a bag containing about 200 dollars into the engine-room as a cushion to the firemen. They quit the ship about nine o'clock, and a quarter of an hour afterwards the officers, engineers and passengers broke out of their stifling prison, where the dead body of Captain Pucco lay. The ship was then got in readiness with the dead body, not knowing at what minute it might enter into the heads of the pirates to blow the vessel up or sink her. They then ran between decks and managed to get into the Captain's cabin.

The pirates now thought they had shed sufficient blood. They told us that if we would go to the Captain's cabin and remain quietly there, they would not touch us. Those who were in the saloon at the time the Captain was shot had regained consciousness. They had to leave them, and we were all marched to the Captain's cabin, a body of pirates surrounding us, with their pistols leveled at our heads and their swords waving. The Captain, after he was shot, managed to reach his cabin, and into this place ten of us were shut. Captain Pucco lingered for about twenty minutes. The pirates had sufficient charity in their hearts to give us a little water to moisten his lips. I think he must have suffered great pain. He spoke continually about his wife and asked us to remember him to her. It was a sad, heart-rending scene. I shall never forget the horrors of the eight hours we spent in that place with the dead body, not knowing at what minute it might enter into the heads of the pirates to blow the vessel up or sink her. He was showing me photographs of his children in the morning—little thinking he should never see them again.

PERSONAL NARRATIVES.

From Mr. E. K. Chandler, who was a passenger on board the *Namoa* for Foochow, we have obtained the following narrative: We left Hongkong about 8 o'clock yesterday morning. The only other saloon passenger were Mr. Wales, a missionary; Captain Saunders, Lloyd's Surveyor, Foochow; Captain Peterson, light keeper, Amoy, and a Parsee whose name I do not know, five in all. Strange to say as we were going through the Lyaeson, the Greyhound incident, to which the catastrophe that befell us is so similar was being talked of, Mr. Wales taking a great interest in the details. There was nothing on board to suggest anything unusual. The outbreak of the pirates came like a thunderclap. The only thing that might have aroused suspicion was the large number of Chinese passengers who about noon were smoking cigars. One of the officers remarked that some of the rich Chinese passengers must have been very liberal with his cigars. And had we been able to put two and two together as we can after the event, we might have con-

nected this with the fact, noticed by some of the officers, that a large number of passengers came on board smoking. There can be no doubt that the lighting of the cigars was a signal to prepare. However we had not the remotest idea of what was to happen. There were about six carbines in a stand at the top of the saloon companion. Just before tiffin, Mr. Wales, who was conversing with the Captain, casually asked what they were used for. The Captain remarked that they were very serviceable some twenty years ago, but there was fortunately no use for them now. Little did he think that the Chinese were about to demonstrate that their nature had not changed, and that all that was wanted was the opportunity to act

shot dead and thrown overboard. Others say he jumped overboard to avoid being shot. He is missing at any rate. Other two quarter-masters were seriously wounded. The value of the plunder is said to be about \$30,000. There were a number of rich Chinese passengers on board returning from San Francisco, the Straits, &c., to their homes. I have no doubt the pirates got wind of this, and artfully arranged their plot. There were about fifty or sixty of them on board, and they were evidently acting in concert with others. After quitting the ship they landed on a small island, alongside which the ship was to go to, and where, after being liberated, we saw a large bonfire. There were six rifles at the top of the saloon companion and about an equal number against the engine-room. But what could we do with them? The pirates closed the door when the officers and passengers were at tiffin, and they were out of our rifles with them.

Mr. Wales, a lay Missionary connected with the English Presbyterian mission, who has just come out from Hongkong, gives the following account of the affair: We were sitting at tiffin in the saloon and just had just sung when I heard some shots fired. My first impression was that a quarrel had arisen among the Chinese. I hurriedly got up from my seat and saw that there were two shots which were fired at Mr. Peterson; but I had hardly time to think of the matter when I became aware of the presence of a number of Chinese at the top of the companion stairs leading down into the saloon. I could see revolvers pointed at us over the top of the banisters, and presently the bullets were whizzing over our heads. Captain Poock got up from his seat and asked the man, through the Chinese steward, what they wanted. "We want the passengers' money and valuables," was the reply. "What are you going to do then?" inquired the Captain. "We will anchor the vessel at eight o'clock and leave her; but we want you to come up, so that we may call you first." The Captain said he would go up if they promised not to shoot. The promise was at once given, and Captain Poock left the saloon and went up the companion way. He had not got on deck when we heard two shots fired, one of which must have taken effect. We all left the table and rushed to our rooms and shut ourselves in. Some of the pirates were still in the saloon, and when any of us opened the door of our cabin, to see what was going on, we were fired on. A stinkpot was thrown into my room through the porhole. It was just starting to burn when I managed to extinguish it by stamping on it with my foot. In a short time some of the pirates brought the second officer along, and told us we were wanted to go into the Captain's stateroom. There was no help for it and we all came out and were entirely helpless. When we went into the stateroom we found the Captain lying there in a dying state. He was evidently bleeding internally. He was conscious. Several times he moaned, "My poor wife, and two or three times he complained of the pain he was suffering. At last he raised his arms as if to reach something above him, then gave a gasp and expired. Meanwhile the officers and engineers had been put into the stateroom, and there we remained, ten of us, confined in that small place for many weary, anxious hours. Shorty after we had been put into our prison a stinkpot was thrown into my room through the porhole. It was just starting to burn when I managed to extinguish it by stamping on it with my foot. In a short time some of the pirates brought the second officer along, and told us we were wanted to go into the Captain's stateroom. There was no help for it and we all came out and were entirely helpless. When we went into the stateroom we found the Captain lying there in a dying state. He was evidently bleeding internally. He was conscious. Several times he moaned, "My poor wife, and two or three times he complained of the pain he was suffering. At last he raised his arms as if to reach something above him, then gave a gasp and expired. Meanwhile the officers and engineers had been put into the stateroom, and there we remained, ten of us, confined in that small place for many weary, anxious hours. Shorty after we had been put into our prison a stinkpot was thrown into my room through the porhole. It was just starting to burn when I managed to extinguish it by stamping on it with my foot. In a short time some of the pirates brought the second officer along, and told us we were wanted to go into the Captain's stateroom. There was no help for it and we all came out and were entirely helpless. When we went into the stateroom we found the Captain lying there in a dying state. He was evidently bleeding internally. He was conscious. Several times he moaned, "My poor wife, and two or three times he complained of the pain he was suffering. At last he raised his arms as if to reach something above him, then gave a gasp and expired. Meanwhile the officers and engineers had been put into the stateroom, and there we remained, ten of us, confined in that small place for many weary, anxious hours. Shorty after we had been put into our prison a stinkpot was thrown into my room through the porhole. It was just starting to burn when I managed to extinguish it by stamping on it with my foot. In a short time some of the pirates brought the second officer along, and told us we were wanted to go into the Captain's stateroom. There was no help for it and we all came out and were entirely helpless. When we went into the stateroom we found the Captain lying there in a dying state. He was evidently bleeding internally. He was conscious. Several times he moaned, "My poor wife, and two or three times he complained of the pain he was suffering. At last he raised his arms as if to reach something above him, then gave a gasp and expired. Meanwhile the officers and engineers had been put into the stateroom, and there we remained, ten of us, confined in that small place for many weary, anxious hours. Shorty after we had been put into our prison a stinkpot was thrown into my room through the porhole. It was just starting to burn when I managed to extinguish it by stamping on it with my foot. In a short time some of the pirates brought the second officer along, and told us we were wanted to go into the Captain's stateroom. There was no help for it and we all came out and were entirely helpless. When we went into the stateroom we found the Captain lying there in a dying state. He was evidently bleeding internally. He was conscious. Several times he moaned, "My poor wife, and two or three times he complained of the pain he was suffering. At last he raised his arms as if to reach something above him, then gave a gasp and expired. Meanwhile the officers and engineers had been put into the stateroom, and there we remained, ten of us, confined in that small place for many weary, anxious hours. Shorty after we had been put into our prison a stinkpot was thrown into my room through the porhole. It was just starting to burn when I managed to extinguish it by stamping on it with my foot. In a short time some of the pirates brought the second officer along, and told us we were wanted to go into the Captain's stateroom. There was no help for it and we all came out and were entirely helpless. When we went into the stateroom we found the Captain lying there in a dying state. He was evidently bleeding internally. He was conscious. Several times he moaned, "My poor wife, and two or three times he complained of the pain he was suffering. At last he raised his arms as if to reach something above him, then gave a gasp and expired. Meanwhile the officers and engineers had been put into the stateroom, and there we remained, ten of us, confined in that small place for many weary, anxious hours. Shorty after we had been put into our prison a stinkpot was thrown into my room through the porhole. It was just starting to burn when I managed to extinguish it by stamping on it with my foot. In a short time some of the pirates brought the second officer along, and told us we were wanted to go into the Captain's stateroom. There was no help for it and we all came out and were entirely helpless. When we went into the stateroom we found the Captain lying there in a dying state. He was evidently bleeding internally. He was conscious. Several times he moaned, "My poor wife, and two or three times he complained of the pain he was suffering. At last he raised his arms as if to reach something above him, then gave a gasp and expired. Meanwhile the officers and engineers had been put into the stateroom, and there we remained, ten of us, confined in that small place for many weary, anxious hours. Shorty after we had been put into our prison a stinkpot was thrown into my room through the porhole. It was just starting to burn when I managed to extinguish it by stamping on it with my foot. In a short time some of the pirates brought the second officer along, and told us we were wanted to go into the Captain's stateroom. There was no help for it and we all came out and were entirely helpless. When we went into the stateroom we found the Captain lying there in a dying state. He was evidently bleeding internally. He was conscious. Several times he moaned, "My poor wife, and two or three times he complained of the pain he was suffering. At last he raised his arms as if to reach something above him, then gave a gasp and expired. Meanwhile the officers and engineers had been put into the stateroom, and there we remained, ten of us, confined in that small place for many weary, anxious hours. Shorty after we had been put into our prison a stinkpot was thrown into my room through the porhole. It was just starting to burn when I managed to extinguish it by stamping on it with my foot. In a short time some of the pirates brought the second officer along, and told us we were wanted to go into the Captain's stateroom. There was no help for it and we all came out and were entirely helpless. When we went into the stateroom we found the Captain lying there in a dying state. He was evidently bleeding internally. He was conscious. Several times he moaned, "My poor wife, and two or three times he complained of the pain he was suffering. At last he raised his arms as if to reach something above him, then gave a gasp and expired. Meanwhile the officers and engineers had been put into the stateroom, and there we remained, ten of us, confined in that small place for many weary, anxious hours. Shorty after we had been put into our prison a stinkpot was thrown into my room through the porhole. It was just starting to burn when I managed to extinguish it by stamping on it with my foot. In a short time some of the pirates brought the second officer along, and told us we were wanted to go into the Captain's stateroom. There was no help for it and we all came out and were entirely helpless. When we went into the stateroom we found the Captain lying there in a dying state. He was evidently bleeding internally. He was conscious. Several times he moaned, "My poor wife, and two or three times he complained of the pain he was suffering. At last he raised his arms as if to reach something above him, then gave a gasp and expired. Meanwhile the officers and engineers had been put into the stateroom, and there we remained, ten of us, confined in that small place for many weary, anxious hours. Shorty after we had been put into our prison a stinkpot was thrown into my room through the porhole. It was just starting to burn when I managed to extinguish it by stamping on it with my foot. In a short time some of the pirates brought the second officer along, and told us we were wanted to go into the Captain's stateroom. There was no help for it and we all came out and were entirely helpless. When we went into the stateroom we found the Captain lying there in a dying state. He was evidently bleeding internally. He was conscious. Several times he moaned, "My poor wife, and two or three times he complained of the pain he was suffering. At last he raised his arms as if to reach something above him, then gave a gasp and expired. Meanwhile the officers and engineers had been put into the stateroom, and there we remained, ten of us, confined in that small place for many weary, anxious hours. Shorty after we had been put into our prison a stinkpot was thrown into my room through the porhole. It was just starting to burn when I managed to extinguish it by stamping on it with my foot. In a short time some of the pirates brought the second officer along, and told us we were wanted to go into the Captain's stateroom. There was no help for it and we all came out and were entirely helpless. When we went into the stateroom we found the Captain lying there in a dying state. He was evidently bleeding internally. He was conscious. Several times he moaned, "My poor wife, and two or three times he complained of the pain he was suffering. At last he raised his arms as if to reach something above him, then gave a gasp and expired. Meanwhile the officers and engineers had been put into the stateroom, and there we remained, ten of us, confined in that small place for many weary, anxious hours. Shorty after we had been put into our prison a stinkpot was thrown into my room through the porhole. It was just starting to burn when I managed to extinguish it by stamping on it with my foot. In a short time some of the pirates brought the second officer along, and told us we were wanted to go into the Captain's stateroom. There was no help for it and we all came out and were entirely helpless. When we went into the stateroom we found the Captain lying there in a dying state. He was evidently bleeding internally. He was conscious. Several times he moaned, "My poor wife, and two or three times he complained of the pain he was suffering. At last he raised his arms as if to reach something above him, then gave a gasp and expired. Meanwhile the officers and engineers had been put into the stateroom, and there we remained, ten of us, confined in that small place for many weary, anxious hours. Shorty after we had been put into our prison a stinkpot was thrown into my room through the porhole. It was just starting to burn when I managed to extinguish it by stamping on it with my foot. In a short time some of the pirates brought the second officer along, and told us we were wanted to go into the Captain's stateroom. There was no help for it and we all came out and were entirely helpless. When we went into the stateroom we found the Captain lying there in a dying state. He was evidently bleeding internally. He was conscious. Several times he moaned, "My poor wife, and two or three times he complained of the pain he was suffering. At last he raised his arms as if to reach something above him, then gave a gasp and expired. Meanwhile the officers and engineers had been put into the stateroom, and there we remained, ten of us, confined in that small place for many weary, anxious hours. Shorty after we had been put into our prison a stinkpot was thrown into my room through the porhole. It was just starting to burn when I managed to extinguish it by stamping on it with my foot. In a short time some of the pirates brought the second officer along, and told us we were wanted to go into the Captain's stateroom. There was no help for it and we all came out and were entirely helpless. When we went into the stateroom we found the Captain lying there in a dying state. He was evidently bleeding internally. He was conscious. Several times he moaned, "My poor wife, and two or three times he complained of the pain he was suffering. At last he raised his arms as if to reach something above him, then gave a gasp and expired. Meanwhile the officers and engineers had been put into the stateroom, and there we remained, ten of us, confined in that small place for many weary, anxious hours. Shorty after we had been put into our prison a stinkpot was thrown into my room through the porhole. It was just starting to burn when I managed to extinguish it by stamping on it with my foot. In a short time some of the pirates brought the second officer along, and told us we were wanted to go into the Captain's stateroom. There was no help for it and we all came out and were entirely helpless. When we went into the stateroom we found the Captain lying there in a dying state. He was evidently bleeding internally. He was conscious. Several times he moaned, "My poor wife, and two or three times he complained of the pain he was suffering. At last he raised his arms as if to reach something above him, then gave a gasp and expired. Meanwhile the officers and engineers had been put into the stateroom, and there we remained, ten of us, confined in that small place for many weary, anxious hours. Shorty after we had been put into our prison a stinkpot was thrown into my room through the porhole. It was just starting to burn when I managed to extinguish it by stamping on it with my foot. In a short time some of the pirates brought the second officer along, and told us we were wanted to go into the Captain's stateroom. There was no help for it and we all came out and were entirely helpless. When we went into the stateroom we found the Captain lying there in a dying state. He was evidently bleeding internally. He was conscious. Several times he moaned, "My poor wife, and two or three times he complained of the pain he was suffering. At last he raised his arms as if to reach something above him, then gave a gasp and expired. Meanwhile the officers and engineers had been put into the stateroom, and there we remained, ten of us, confined in that small place for many weary, anxious hours. Shorty after we had been put into our prison a stinkpot was thrown into my room through the porhole. It was just starting to burn when I managed to extinguish it by stamping on it with my foot. In a short time some of the pirates brought the second officer along, and told us we were wanted to go into the Captain's stateroom. There was no help for it and we all came out and were entirely helpless. When we went into the stateroom we found the Captain lying there in a dying state. He was evidently bleeding internally. He was conscious. Several times he moaned, "My poor wife, and two or three times he complained of the pain he was suffering. At last he raised his arms as if to reach something above him, then gave a gasp and expired. Meanwhile the officers and engineers had been put into the stateroom, and there we remained, ten of us, confined in that small place for many weary, anxious hours. Shorty after we had been put into our prison a stinkpot was thrown into my room through the porhole. It was just starting to burn when I managed to extinguish it by stamping on it with my foot. In a short time some of the pirates brought the second officer along, and told us we were wanted to go into the Captain's stateroom. There was no help for it and we all came out and were entirely helpless. When we went into the stateroom we found the Captain lying there in a dying state. He was evidently bleeding internally. He was conscious. Several times he moaned, "My poor wife, and two or three times he complained of the pain he was suffering. At last he raised his arms as if to reach something above him, then gave a gasp and expired. Meanwhile the officers and engineers had been put into the stateroom, and there we remained, ten of us, confined in that small place for many weary, anxious hours. Shorty after we had been put into our prison a stinkpot was thrown into my room through the porhole. It was just starting to burn when I managed to extinguish it by stamping on it with my foot. In a short time some of the pirates brought the second officer along, and told us we were wanted to go into the Captain's stateroom. There was no help for it and we all came out and were entirely helpless. When we went into the stateroom we found the Captain lying there in a dying state. He was evidently bleeding internally. He was conscious. Several times he moaned, "My poor wife, and two or three times he complained of the pain he was suffering. At last he raised his arms as if to reach something above him, then gave a gasp and expired. Meanwhile the officers and engineers had been put into the stateroom, and there we remained, ten of us, confined in that small place for many weary, anxious hours. Shorty after we had been put into our prison a stinkpot was thrown into my room through the porhole. It was just starting to burn when I managed to extinguish it by stamping on it with my foot. In a short time some of the pirates brought the second officer along, and told us we were wanted to go into the Captain's stateroom. There was no help for it and we all came out and were entirely helpless. When we went into the stateroom we found the Captain lying there in a dying state. He was evidently bleeding internally. He was conscious. Several times he moaned, "My poor wife, and two or three times he complained of the pain he was suffering. At last he raised his arms as if to reach something above him, then gave a gasp and expired. Meanwhile the officers and engineers had been put into the stateroom

Mails.

CANADIAN PACIFIC STEAMSHIP
AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONOKONG, 1890.

(SUBJECT TO ALTERATION.)

ABYSSINIA...SUNDAY, 1st Dec.

PARTHAS...THURSDAY, 25th Dec.

BATAVIA...SUNDAY, 25th Jan.

(The Steamship ABYSSINIA, Captain K. Williamson, R.N.R., sailing at Noon, on SUNDAY, the 1st December, will proceed to VANCOUVER, via INLAND SEA, KOBE and YOKOHAMA.)

RATES OF PASSAGE.

FROM Hongkong FIRST CLASS.

To Vancouver and Victoria \$110.00

To Port Townsend, Seattle, Tacoma, etc. \$110.00

To Portland, Oregon \$80.00

To Winnipeg, Minneapolis, St. Paul (\$100.00)

To Chicago, Kansas City, Milwaukee, etc. \$75.00

To St. Louis, Detroit, Cincinnati, etc. \$80.00

To Hamilton, Kingston, London, etc. (Ont.), Ottawa, Toronto, Montreal, New York, Albany, Buffalo, Niagara Falls, Baltimore, Philadelphia and Washington \$290.00

To Quebec, Boston, Portland (Maine) \$205.00

To Liverpool \$265.00

To Paris and Bremen \$235.00

To Havre and Hamburg \$235.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and Government officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Points, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for 6 months.

6 months at 25 per cent. of Return Fare

3 " 50 per cent. (Times is reckoned from the date of landing to date of re-embarkation at Vancouver)

Passenger to Pacific Coast Points and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets but who re-embark within 12 months from date of landing at Vancouver will be allowed 10 per cent. of the return fare.

Prepaid return tickets to European Points will be issued available for 12 months at double fares (Mexican Dollars).

Cargo.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

CONSULAR INVOICE OF GOODS FOR UNITED STATES POINTS SHOULD BE QUADRIPLED; AND ONE COPY MUST BE SENT FORWARD BY THE STEAMER TO THE CARE OF D. E. BROWN, ASSISTANT GENERAL FREIGHT AND PASSENGER AGENT, CANADIAN PACIFIC RAILWAY COMPANY, VANCOUVER, B.C.

PARCELS must be sent to our office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 604, Queen's Road Central.

Mails.

Mails.

Occidental & Oriental Steamship
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AMERICA,
AND SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE U. S. MAIL LINK.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
YOKOHAMA AND SAN
FRANCISCO.

THE U. S. MAIL Steamship CITY OF
RIO DE JANEIRO will be despatched for SAN FRANCISCO, via
YOKOHAMA, on TUESDAY, the 30th
December, at 1 p.m., taking Passengers and
Freight from the United States, and
Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Overland Cities of the United States, via
Overland Railways, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.

All Passages should be marked to
advice in full; and same will be received
at the Company's Office until 5 p.m. the
day previous to sailing.

First-class Fares granted as follows:—
To San Francisco and return \$225.00

available for 6 months } 303.75

To Halifax \$225.00

To Liverpool \$235.00

To Paris and Bremen \$235.00

To Havre and Hamburg \$235.00

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of steamers.

Passengers by this Line have the option
of proceeding Overland by the Southern
and Imperial Chinese Railways, and to
the Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
turning to San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%.

This allowance does not apply to fares from
China or Japan to Europe.

Passenger Liners to accompany Cargo
shipped to points beyond San Francisco
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.

Freight bills to be received at the office until
4 p.m. the day previous to sailing. Fares
will be received at the office until
4 p.m. the day previous to sailing; and Passages
should be marked to address in full; value
of same is required.

Canadian Liners to accompany Cargo
shipped to points beyond San Francisco
in the United States, should be sent to the
Company's Office, Seized Knobler, addressed
to the Collector of Customs at San
Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 604, Queen's Road Central.

C. D. HAKMAN,
Agent.

Hongkong, November 26, 1890. 2024

COLLEGE OF MEDICINE FOR
CHINESE.

RESIDENTS in the Colony would
materially aid the SENATE of the
COLLEGE by forwarding to the Alice
Memorial Hospital

(1) Glass Jars (for museum purposes).

(2) Illustrated Papers and Books for
the Student's Reading Room and Library.

Address to JAMES CANTLIE,
Hon. Sec. to the College.

Hongkong, August 7, 1888. 1317

SIR'S LIST—QUOTATIONS—DECEMBER 11, 1890

Stocks Nos. of Value Paid Closing Quotations
Shares up.

SHAKES. Longkong and Shanghai Bank Co. 65,000 \$ 125 al \$240 1/2 prem., buyers

New Island 65,000 \$ 125.62.50 \$255

MARINE INSURANCES. East Indies Order Co., Ltd. 10,000 \$ 250 al 50.818, ex

John Travers Insurance Co., Ltd. 21,000 \$ 83.33 al 25.564

Johns' Insurance Co., Limited 1,000 \$ 1,000 al 200 nominal

North China Insurance Co., Ltd. 6,000 \$ 200 al 200.40 sales

Strata Insurance Co., Ltd. 30,000 \$ 10.8 al 2.320

Union Insurance Co. of Scotland, Ltd. 10,000 \$ 250 al 25.896, buyers

Yangtze River Association, Ltd. 8,000 \$ 103 al 1.182 al 1.182

FIRE INSURANCES. China Fire Insurance Co., Ltd. 20,000 \$ 100 al 20.800 sellers

Longkong Fire Insurance Co., Ltd. 20,000 \$ 250 al 50.830, buyers

Strata Fire Insurance Co., Ltd. 20,000 \$ 10.8 al 2.183 buyers

Singapore Insurance Company, Ltd. 40,000 \$ 1.2 al 2.80

Steam & Wharves D. & Co., Ltd. 12,500 \$ 125 al 77 % prem., buyers

STEAMBOATS. Asia and Manila S. S. Co., Ltd. 3,500 \$ 50 al 8131

Douglas Steamship Co., Limited 20,000 \$ 50 al 847

Ho. & M. Steamboat Co., Ltd. 30,000 \$ 20 al 25.7 dis.

Indo-China S. N. Company, Limited 2,000 \$ 50 al 30 par, buyers

REFINERIES. Asia S. Co., Limited 15,000 \$ 100 al 8174

Luzon Sugar Company, Ltd. 7,000 \$ 100 al 8100

I.K. & Kow. Wharf & Godown Co. 20,000 \$ 50 al 877

LAND AND BUILDING. Hongkong Land Investment and Agency Company, Limited 50,000 \$ 100 \$ 60.831

Kowloon Land and Building Company 6,000 \$ 50 \$ 30.818, sellers

Peak Building Company 1,000 \$ 100 al 8200

Richmond Terrace Building Co. 1,000 \$ 100 al 8200

Shanghaik Land Company, Limited 12,500 \$ 50 al 4.822

West Point Building Co., Limited 99,875 \$ 2 10.11 al 8101, buyers

Trust and Loan Co. of China, Ltd. \$1.250 al 1.2150

TRAMWAYS. HK. High-Low Tramways Co., Ltd. 1,200 \$ 100 al 8115

MINING. Jellobu Mining & Trading Co., Ltd. 4,500 \$ 50 al 82

Parsons & Gledhill Co., Ltd. 30,000 \$ 100 al 8100

Stratford Fire Insurance Co., Ltd. 40,000 \$ 1.2 al 2.80

Singapore Insurance Company, Ltd. 12,500 \$ 100 al 8115

STEAMBOATS. Asia and Manila S. S. Co., Ltd. 3,500 \$ 50 al 8131

Douglas Steamship Co., Limited 20,000 \$ 50 al 847

Ho. & M. Steamboat Co., Ltd. 30,000 \$ 20 al 25.7 dis.

Indo-China S. N. Company, Limited 2,000 \$ 50 al 30 par, buyers

REFINERIES. Asia S. Co., Limited 15,000 \$ 100 al 8174

Luzon Sugar Company, Ltd. 7,000 \$ 100 al 8100

I.K. & Kow. Wharf & Godown Co. 20,000 \$ 50 al 877

LAND AND BUILDING. Hongkong Land Investment and Agency Company, Limited 50,000 \$ 100 \$ 60.831

Kowloon Land and Building Company 6,000 \$ 50 al 4.822

Peak Building Company 1,000 \$ 100 al 8200

Richmond Terrace Building Co. 1,000 \$ 100 al 8200

Shanghaik Land Company, Limited 12,500 \$ 50 al 4.822

West Point Building Co., Limited 99,875 \$ 2 10.11 al 8101, buyers

Trust and Loan Co. of China, Ltd. \$1.250 al 1.2150

TRAMWAYS. HK. High-Low Tramways Co., Ltd. 1,200 \$ 100 al 8115

MINING. Jellobu Mining & Trading Co., Ltd. 4,500 \$ 50 al 82

Parsons & Gledhill Co., Ltd. 30,000 \$ 100 al 8100

Ho. & M. Steamboat Co., Ltd. 30,000 \$ 20 al 25.7 dis.

Indo-China S. N. Company, Limited 2,000 \$ 50 al 30 par, buyers

REFINERIES. Asia S. Co., Limited 15,000 \$ 100 al 8174

Luzon Sugar Company, Ltd. 7,000 \$ 100 al 8100

I.K. & Kow. Wharf & Godown Co. 20,000 \$ 50 al 877

LAND AND BUILDING. Hongkong Land Investment and Agency Company, Limited 50,000 \$ 100 \$ 60.831

Kowloon Land and Building Company 6,000 \$ 50 al 4.822

Peak Building Company 1,000 \$ 100 al 8200

Richmond Terrace Building Co. 1,000 \$ 100 al 8200

Shanghaik Land Company, Limited 12,500 \$ 50 al 4.822

West Point Building Co., Limited 99,875 \$ 2 10.11 al 8101, buyers

Trust and Loan Co. of China, Ltd. \$1.250 al 1.2150

TRAMWAYS. HK. High-Low Tramways Co., Ltd. 1,200 \$ 100 al 8115

MINING. Jellobu Mining & Trading Co., Ltd. 4,500 \$ 50